

I strongly oppose the proposal, which in effect would force pilots to switch to 406 MHz ELTs, thereby hindering, rather than improving, aviation safety.

I use my aircraft for personal and business travel, and prefer to use the 121.5 MHz ELT as it is only one year old and is extremely reliable, I use flight following most of the time and feel the added safety afforded by using a 406 MHz ELT would not offset the cost of switching to a 406 MHz ELT. It would cause me to consider selling my airplane or at the least necessitate that I fly less.

The FAA has estimated that replacing 121.5MHz ELTs with 406MHz ELTs would cost \$1,000 to \$2,000. The out-of-pocket expense would drain limited resources from maintenance and prevent me from investing in equipment that would have a direct benefit for safety. I had planned to purchase an emergency position indicating radio beacon (EPIRB), which would be much less expensive and combined with the 121.5 ELT, offer more safety should I need to leave the aircraft. Additionally, I carry a cell phone with GPS tracking and a commercial tracking device that provide the same or better tracking than 406 MHz ELTs. All of this is more than I had for the 26 years I was a Marine Corps pilot flying often in combat situations in remote areas. I should be allowed to decide what technology works best for my flight operations.

This mandate to install 406 MHz ELTs will quickly become outdated, while freezing GA's use of technology at 2013 levels.

This plan will soon be overtaken by the FAA's mandate to equip aircraft with ADS-B Out by the year 2020. That technology will provide the aircraft's last known position and registration number to air traffic control.

The FAA should remain the sole authority for regulations affecting aviation, and that the FCC should defer on issues of aviation safety rather than impose an unnecessary regulatory burden.

Even though satellites discontinued monitoring 121.5, pilots, including myself, and air traffic controllers continue to guard the frequency, reaffirming that the 121.5 MHz ELT remains a viable and affordable option for pilots.